BookletChart™

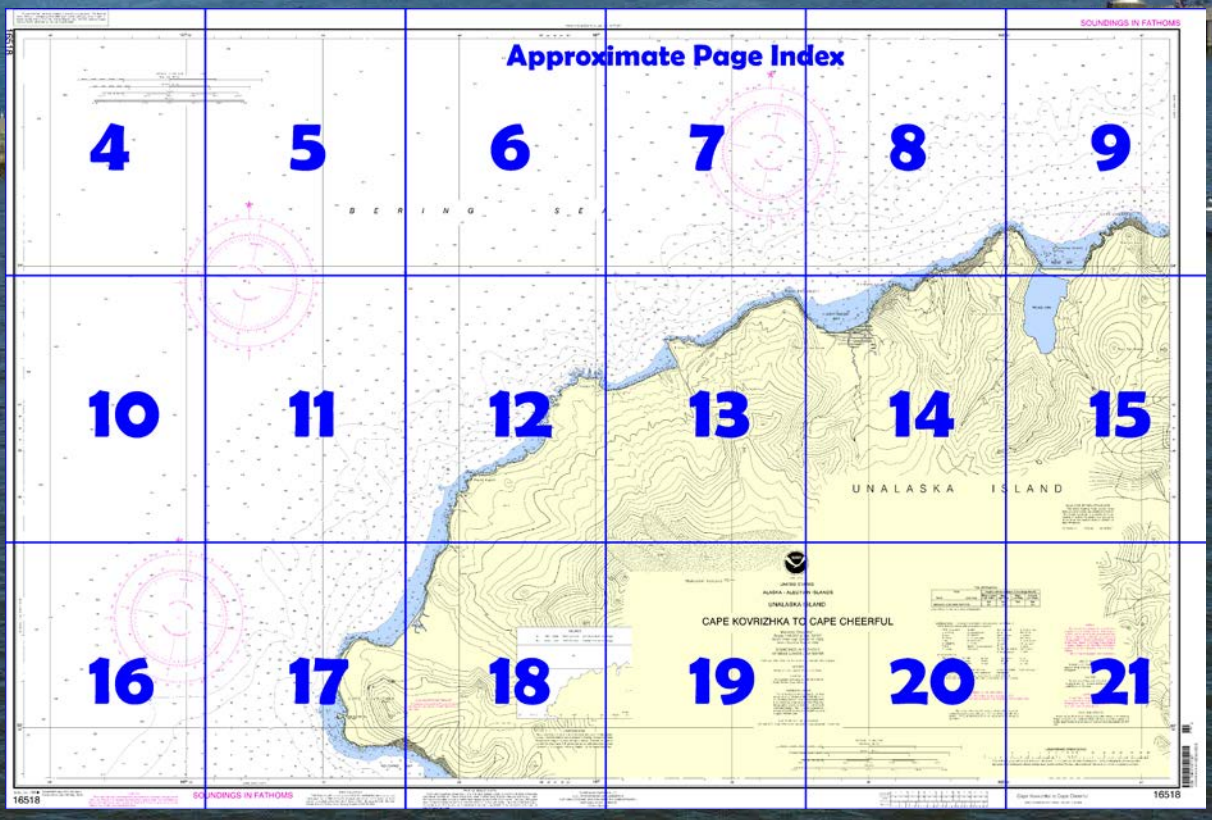
Cape Kovrizhka to Cape Cheerful

NOAA Chart 16518

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

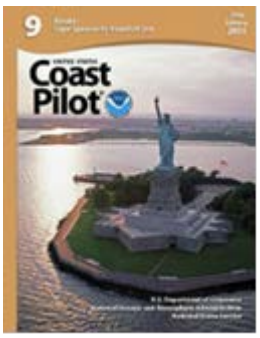
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16518.

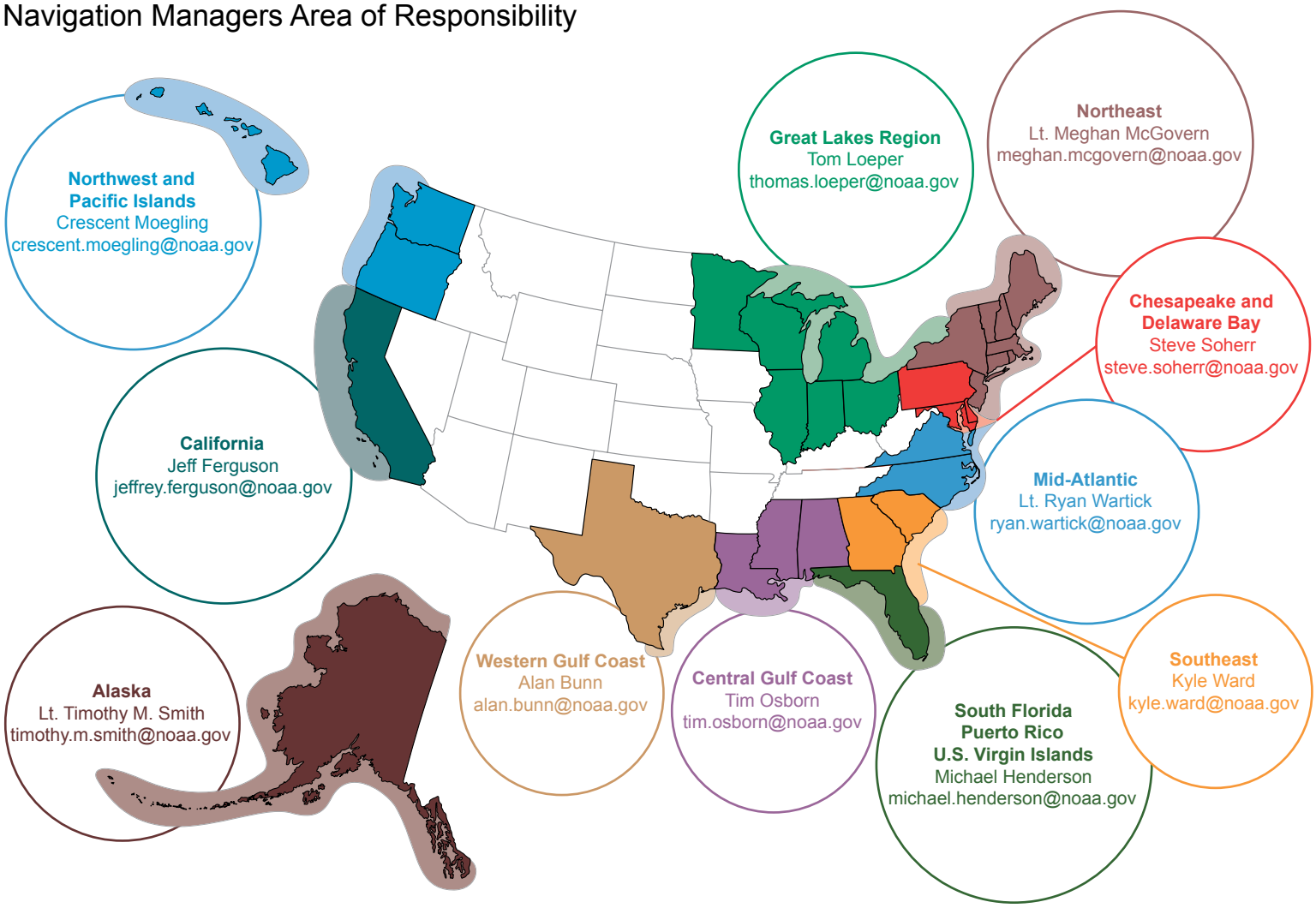


(Selected Excerpts from Coast Pilot)
Cape Cheerful, on the N coast of Unalaska Island just W of Unalaska Bay, consists of a main and secondary headland about 1 mile apart, the two headlands being separated by a low valley emerging on the coast. The valley is flat at the base and resembles an amphitheater; it is called The Dry Dock. The main headland is the W of the two and is adjacent to Reese Bay; it projects farther to seaward and is marked by a peak 1,808 feet high. The peak is close to the extremity of the headland and dominates the end of the cape from most directions of approach. It may, however, merge with the higher elevations back of the secondary headland or be shut out by them when the peak and higher elevations are on range.
Large slides of loose rock at the waterline can be seen along Cape Cheerful. The area outside the base of the bluffs, that is at or near the high-water line, is very rocky and strewn with boulders. Foul ground extends several hundred yards off the extremity of the secondary headland and its NE side. Depths of over 20 fathoms are found 0.5 mile off Cape Cheerful.
The currents apparently meet in the vicinity of Cape Cheerful, the flood setting NW from Unalga Pass and NE from Point Kadin, creating eddies which set toward the shore. In rough weather the seas are apparently accentuated in the vicinity of the cape and it is therefore advisable to give it a wide berth under such conditions.
Reese Bay, a cove between Cape Cheerful and Cape Wislow, is about 1 mile wide at the head, which consists of a low, narrow strip of sand with some marsh grass. It indents the shoreline about 1 mile, but appears larger because of the pronounced valley or mountain gap that extends inland from the coarse sand beach at the head of the cove. It is a long flat, covered with grass, partly filled by **McLees Lake**, and flanked by the side slopes of ridges that terminate at each cape. **Wislow Island** is in the middle of Reese Bay, and although rocky, appears regularly rounded in shape. It is 121 feet high, and the top is grass covered. Wislow Island stands out prominently against the low background and is a good landmark during low visibility. Anchorage in 14 fathoms may be found 0.5 mile NE from Wislow Island, with some shelter from SE weather. There are depths of 2 to 3 fathoms S of Wislow Island, but no shelter in N weather, and the shape of the bay apparently concentrates the effect of any N swell, so that it breaks well off the shore at the head of the bay. The channel W of Wislow Island is blocked by a detached, rocky shoal, marked by kelp, with a depth of 1¼ fathoms, lying 350 yards W from the S end of Wislow Island.
Cape Wislow, 2.5 miles W of Cape Cheerful, is dominated by **Mount Marshall Reese**, 2,545 feet high. This peak is at the N end of the long ridge which parallels the low valley that extends inland from Reese Bay. The land slopes gradually and evenly from Mount Marshall Reese to the end of Cape Wislow where it terminates in a bluff about 600 feet high. SW of Cape Wislow, about 1 and 3 miles, respectively, are two remarkable rocky cliffs about 2,000 feet high. They appear as equilateral triangles from the NW. A small triangular bluff, 560 feet high, is between them. Several large waterfalls emerge from the gullies between these bluffs; the most prominent of the waterfalls is about 1.7 miles W of Cape Wislow. Emerging from a V-shaped gully, the water makes a vertical drop of 139 feet to the high-water line. Being a spray of white foamy water, it is visible against the dark rocky cliff for some distance, and makes a good landmark when viewed from the NE.
Irishmans Hat, a tower rock 85 feet high, is about 0.2 mile offshore from the foot of the W cliff 3 miles SW of Cape Wislow. This rock can seldom be identified from any direction except NE where it shows clear of the land. Irishmans Hat is surrounded by a kelp-covered reef.
Driftwood Bay, just W of Irishmans Hat and about 6 miles W from Cape Cheerful, is an open bight, with a sand and gravel beach at its head. The lowland inshore from the bay is a large, swampy valley covered with marsh grass. The lowland to the S, separating the mountainous mass of Makushin Volcano from the highland in the vicinity of Mount Marshall Reese, often can be recognized from offshore when the mountains are in clouds.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Navigation Managers Area of Responsibility

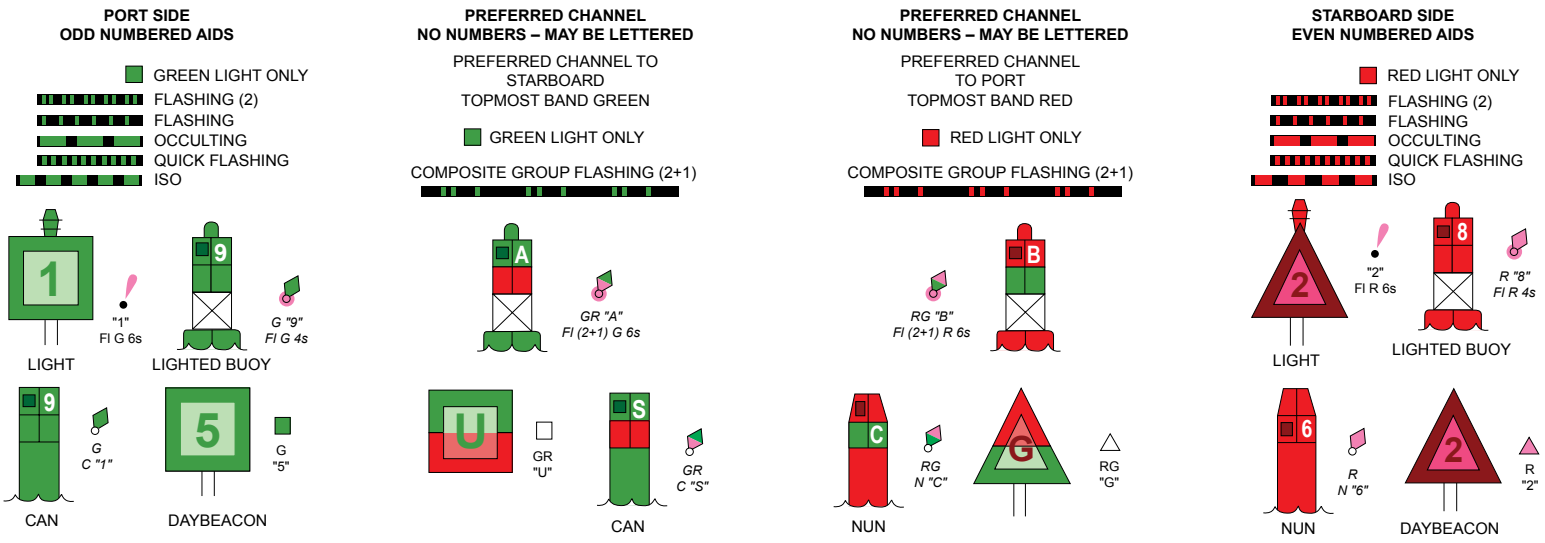


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

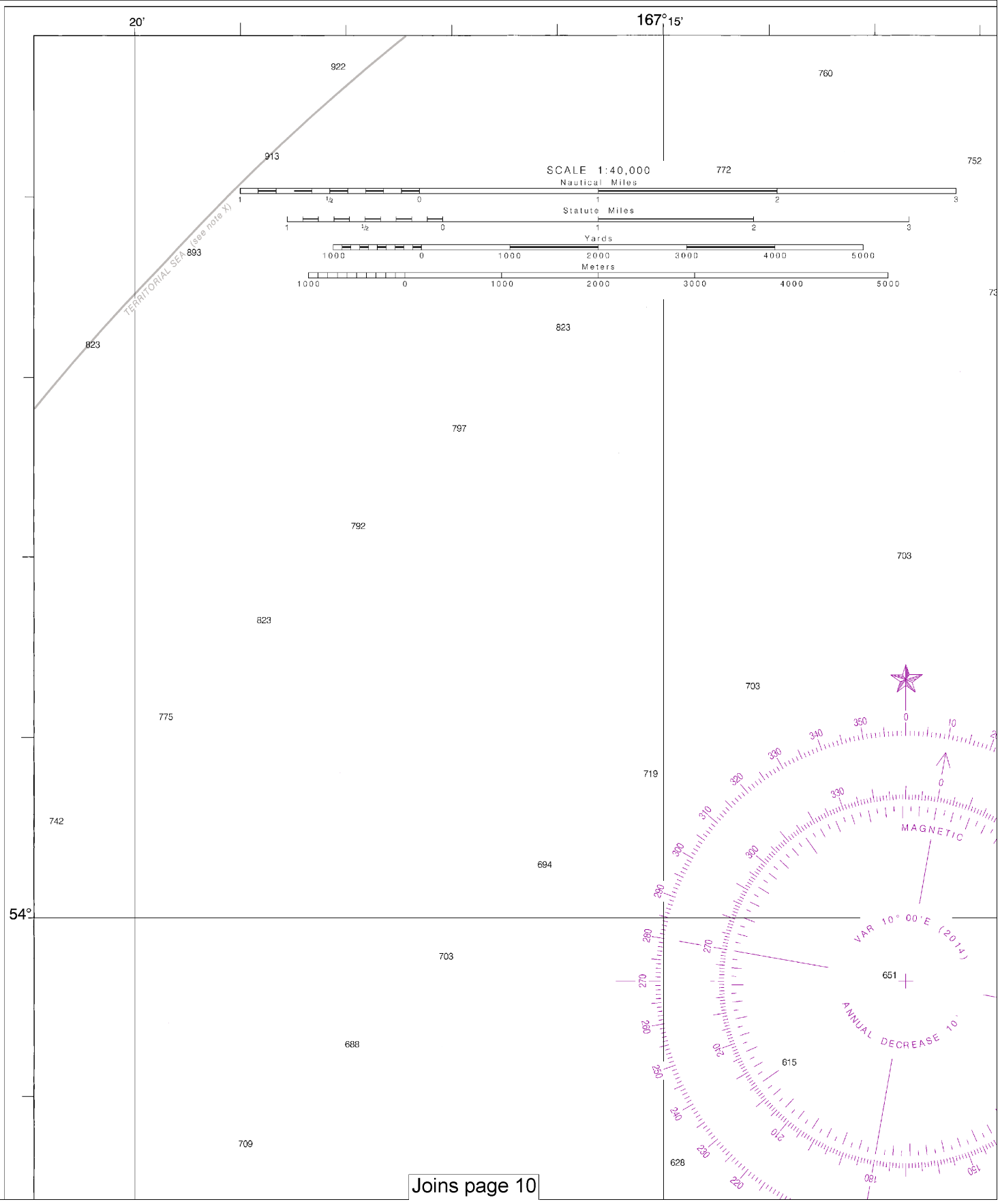
To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*



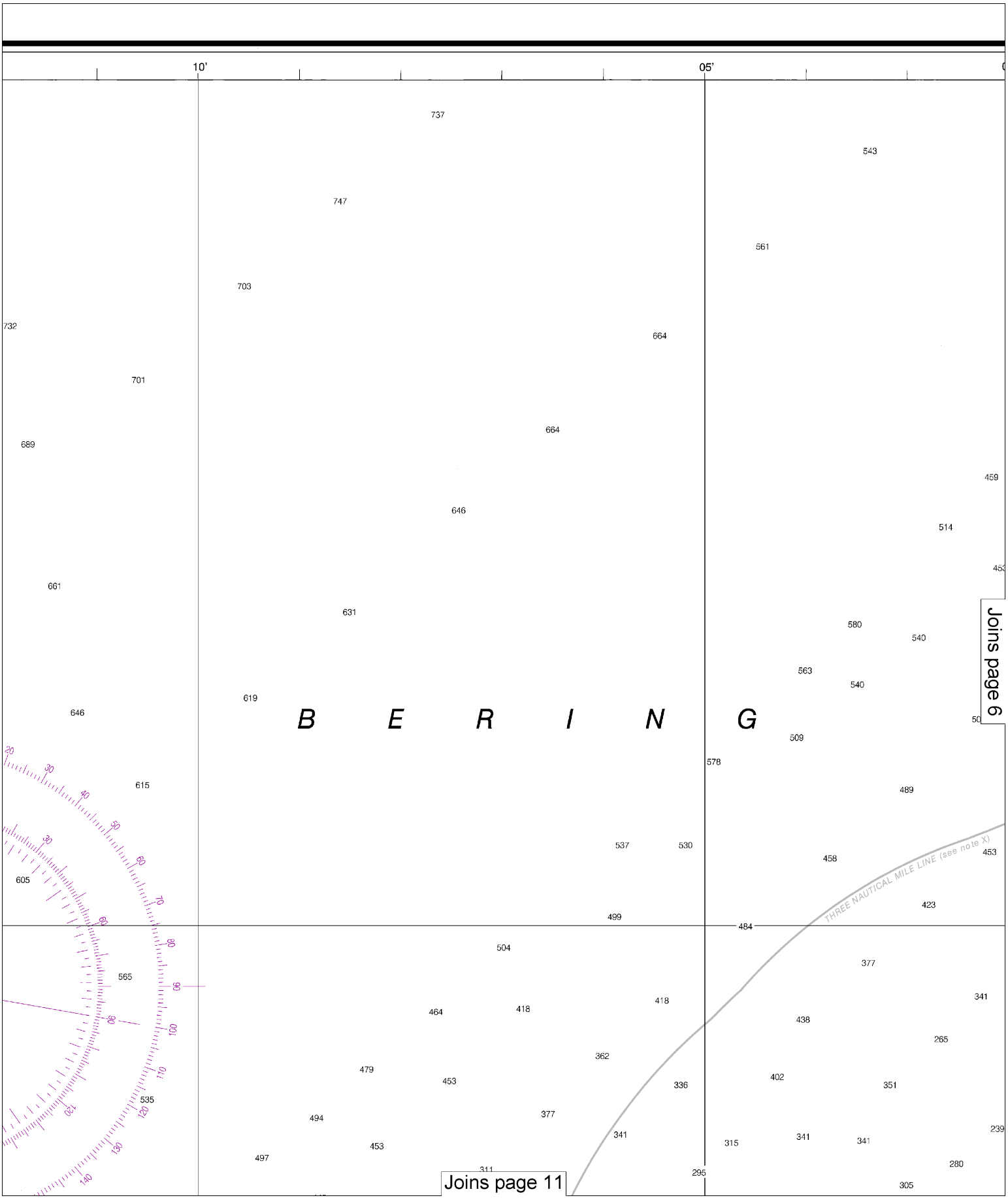
Joins page 10

4

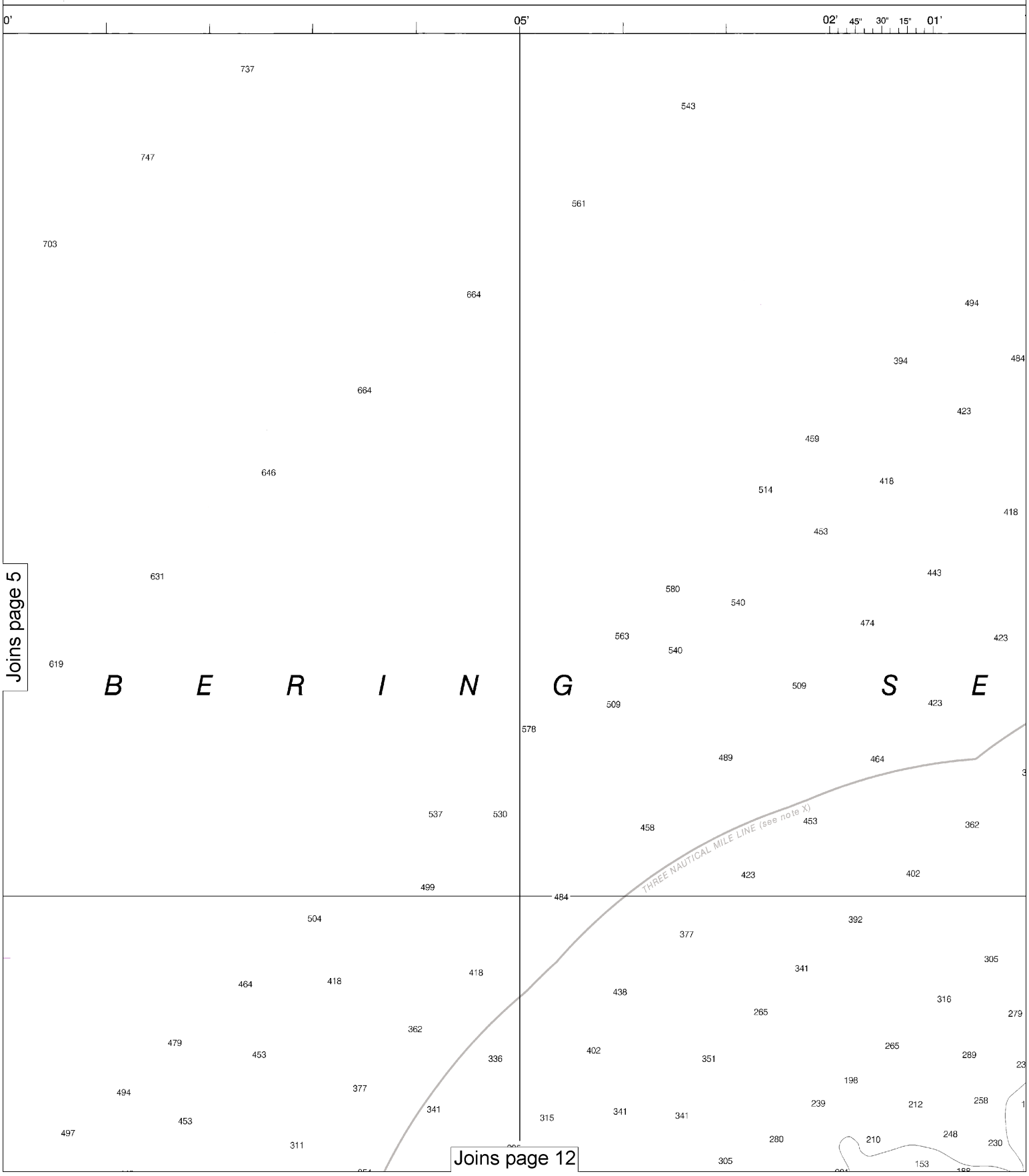
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ Nautical Miles Yards

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

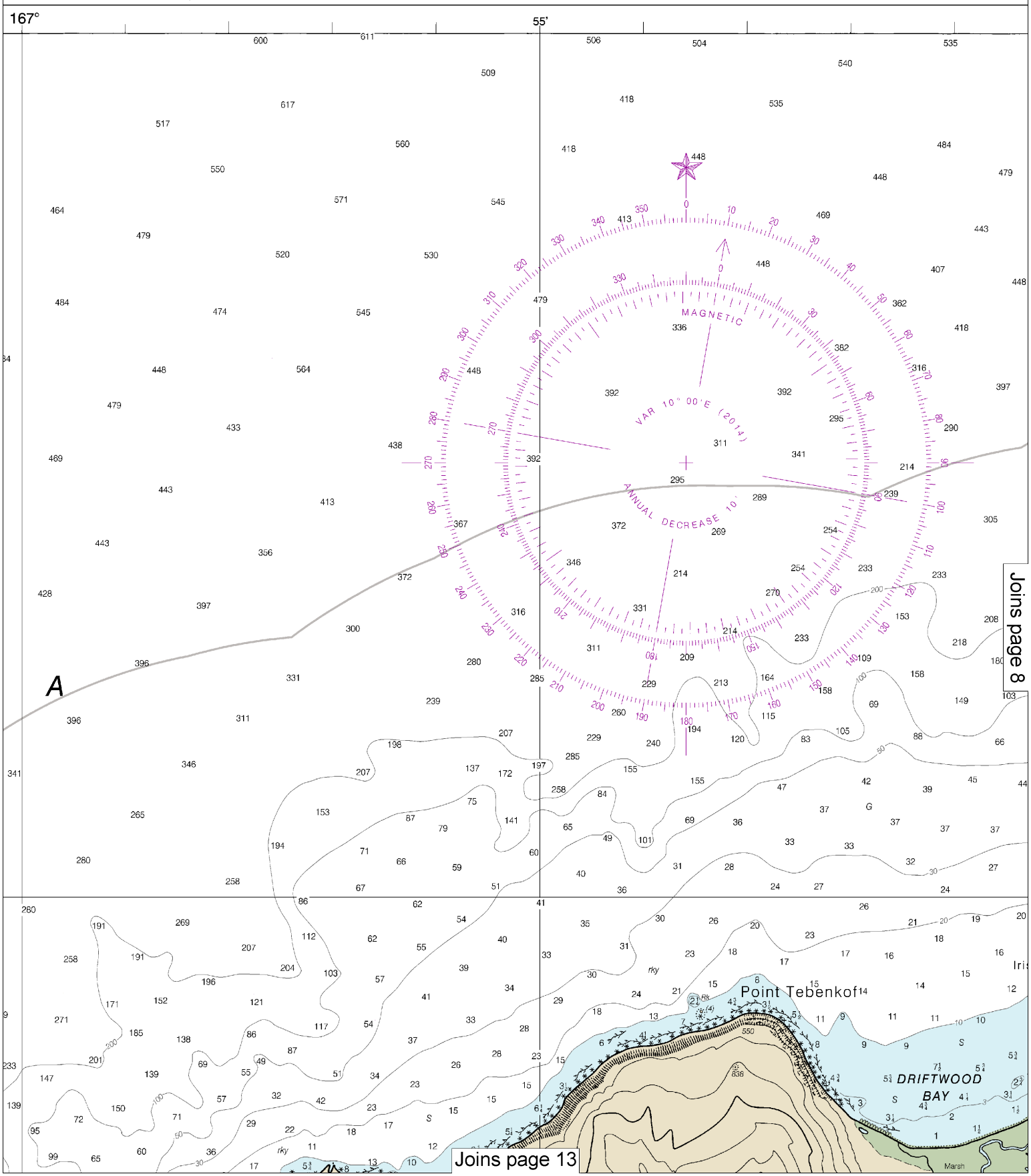
Nautical Miles

1 ½ 0 1 2 3

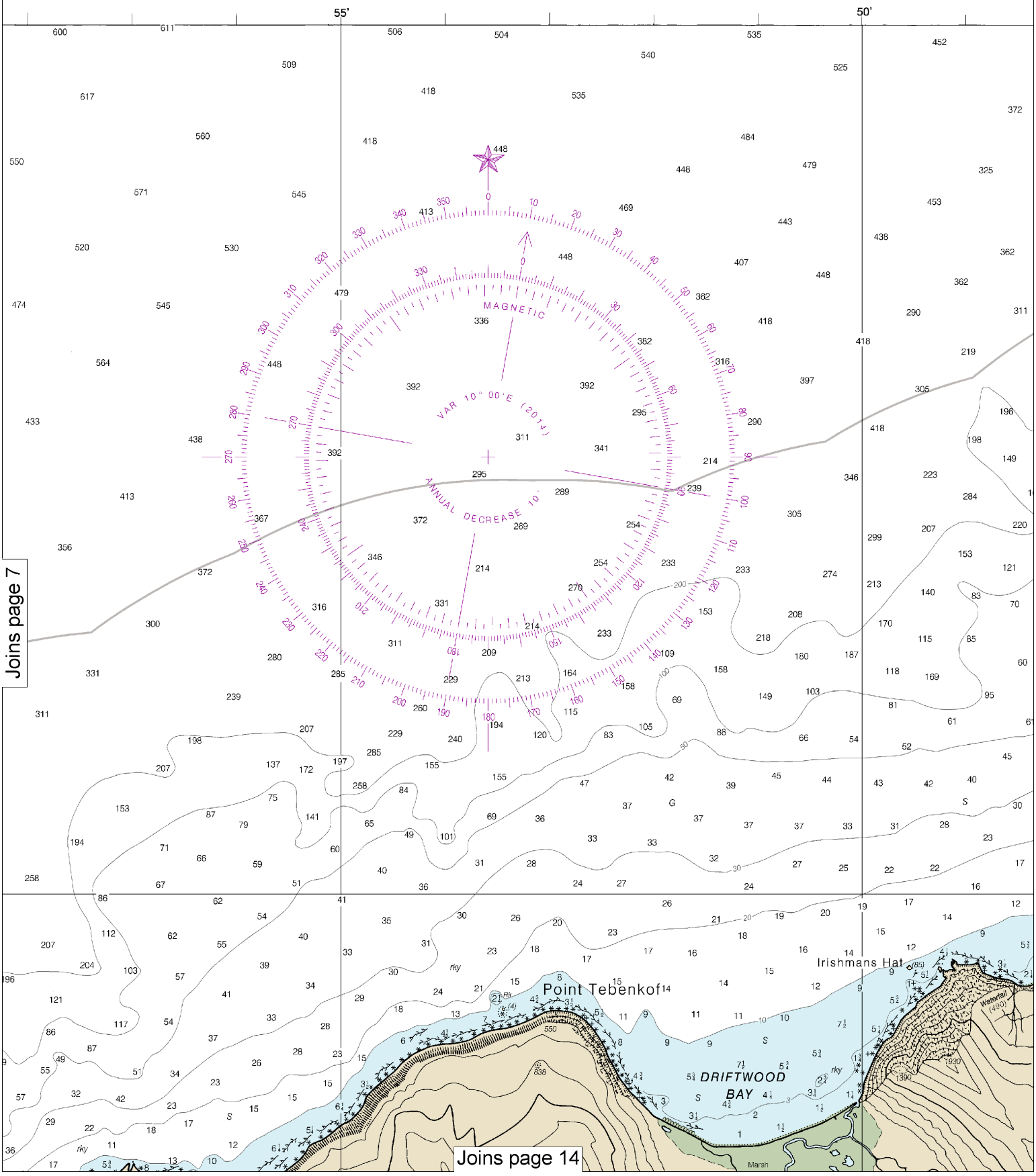
Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.



nauticalcharts.noaa.gov
7th Ed., May 2014. Last Correction: 12/11/2015. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)



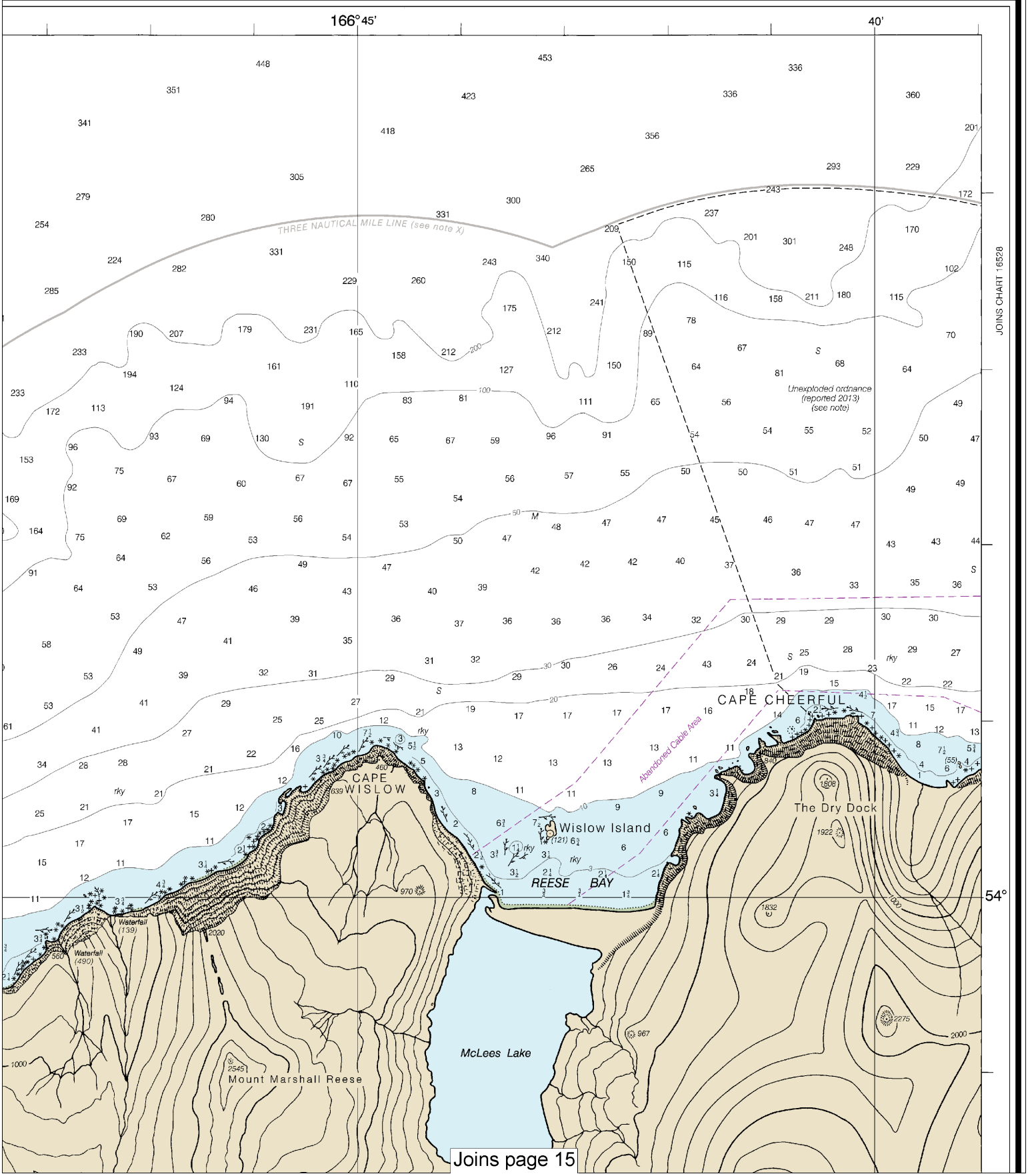
Printed at reduced scale. ~~SCALE 1:40,000~~

See Note on page 5.

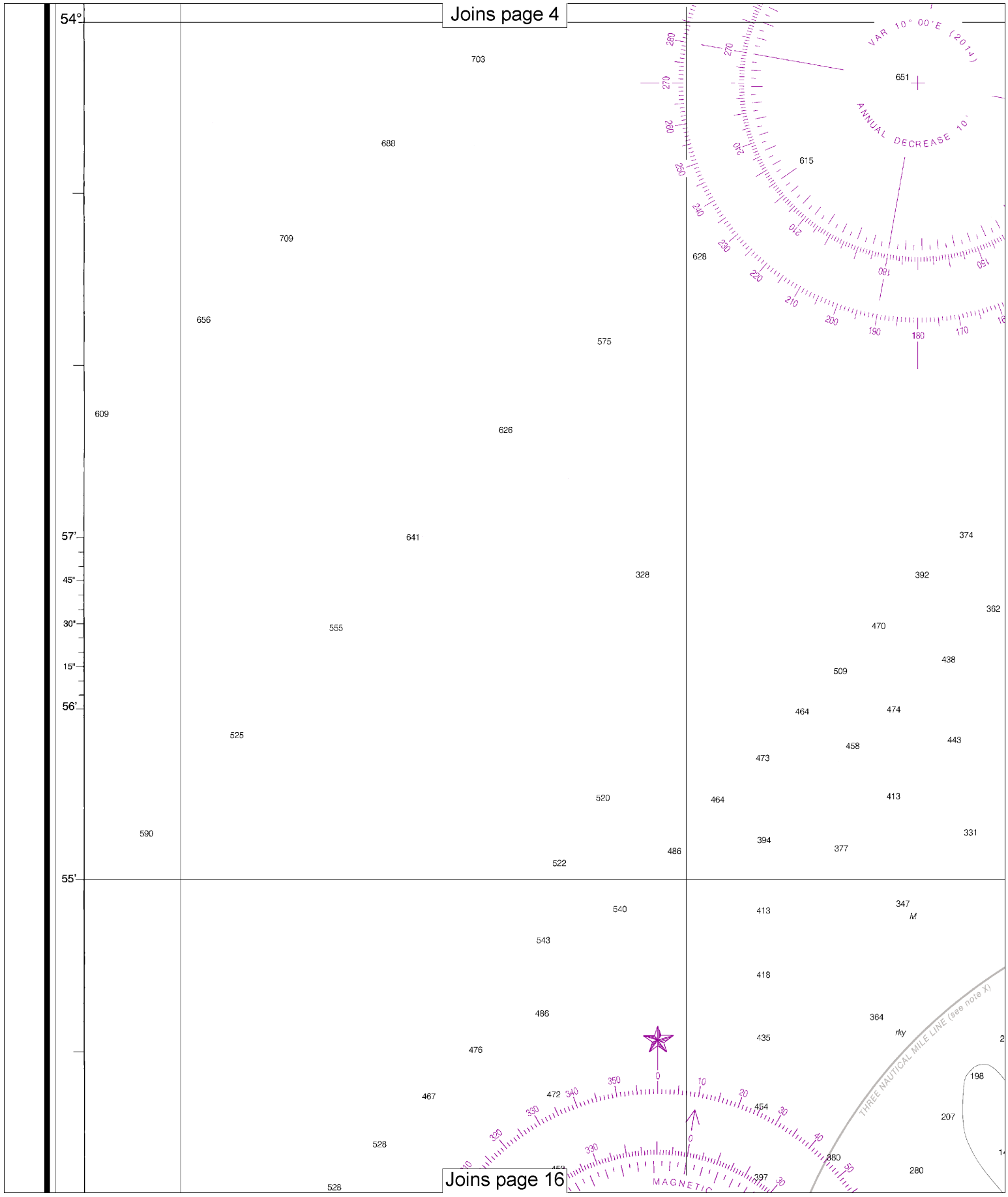
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Note: Chart grid lines are aligned with true north.


166° 45'
40'
54°
THREE NAUTICAL MILE LINE (see note X)
JOINS CHART 16528
Unexploded ordnance (reported 2013) (see note)
Abandoned Cable Area
CAPE CHEERFUL
CAPE WISLOW
Wislow Island
REESE BAY
The Dry Dock
McLees Lake
Mount Marshall Reese
Waterfall (139)
Waterfall (490)
Joins page 15

Joins page 4



Joins page 16

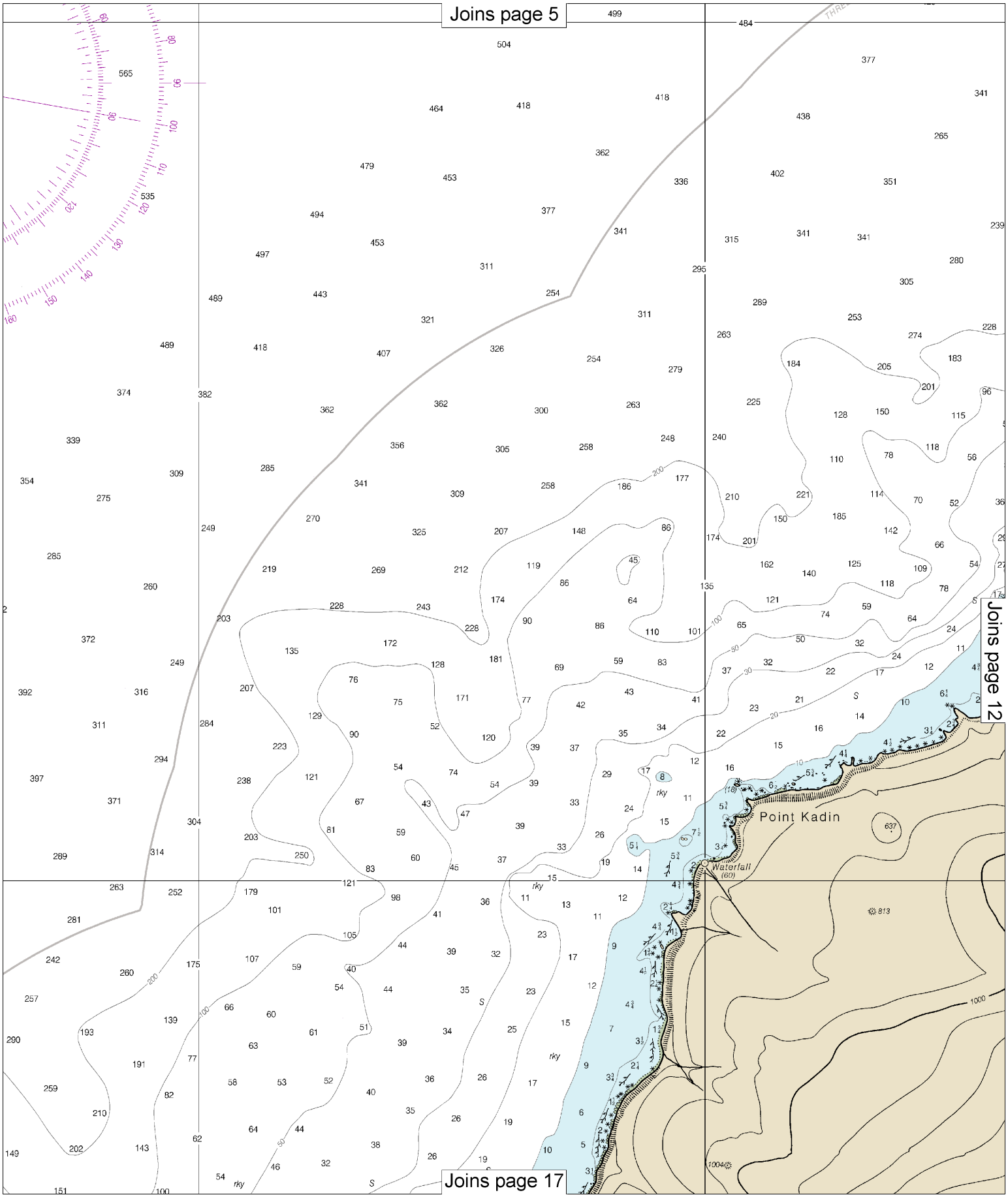
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

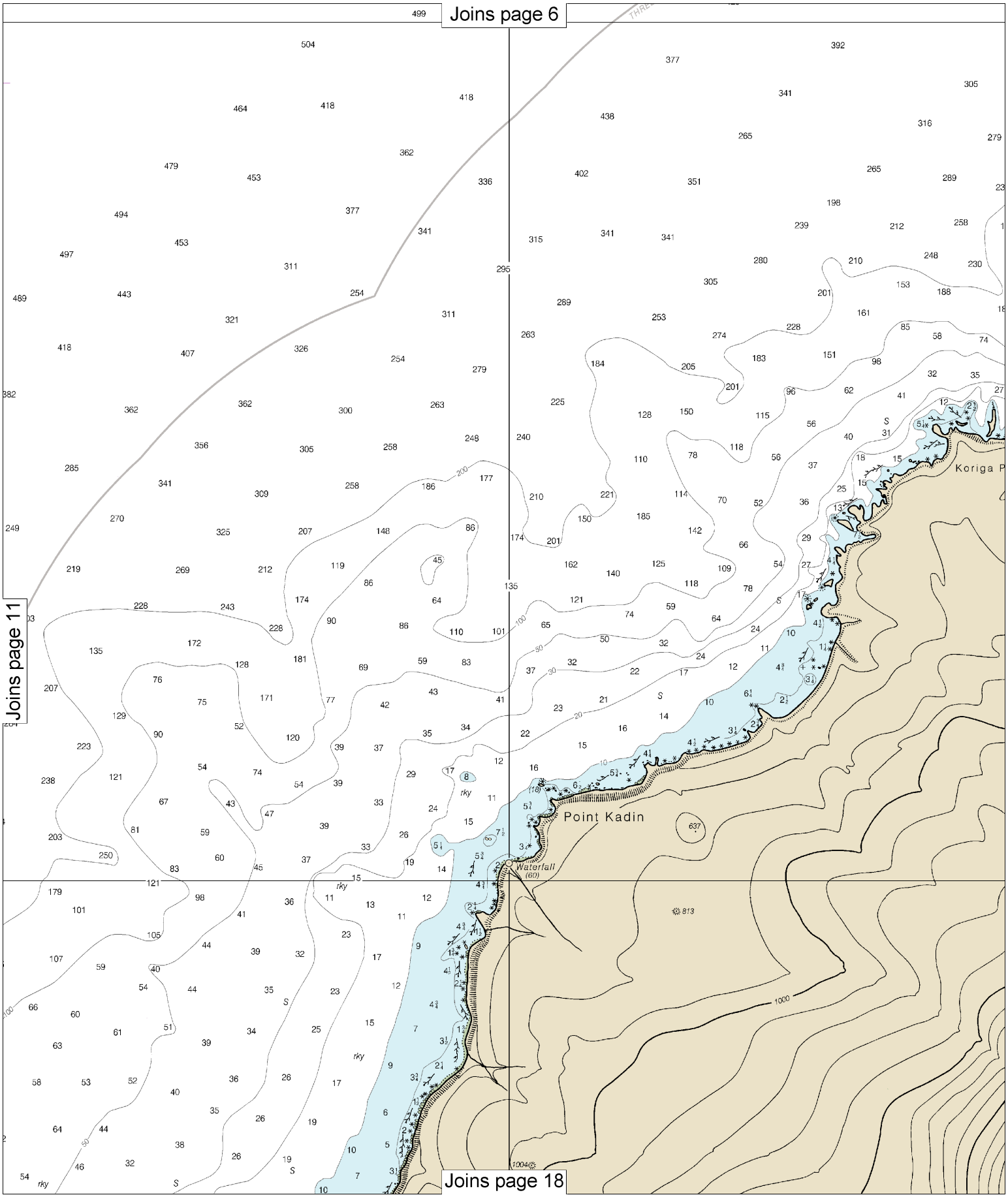
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
Joins page 12
Joins page 17
Point Kadin
Waterfall
(60)
rky
S

Joins page 6



Joins page 11

Joins page 18

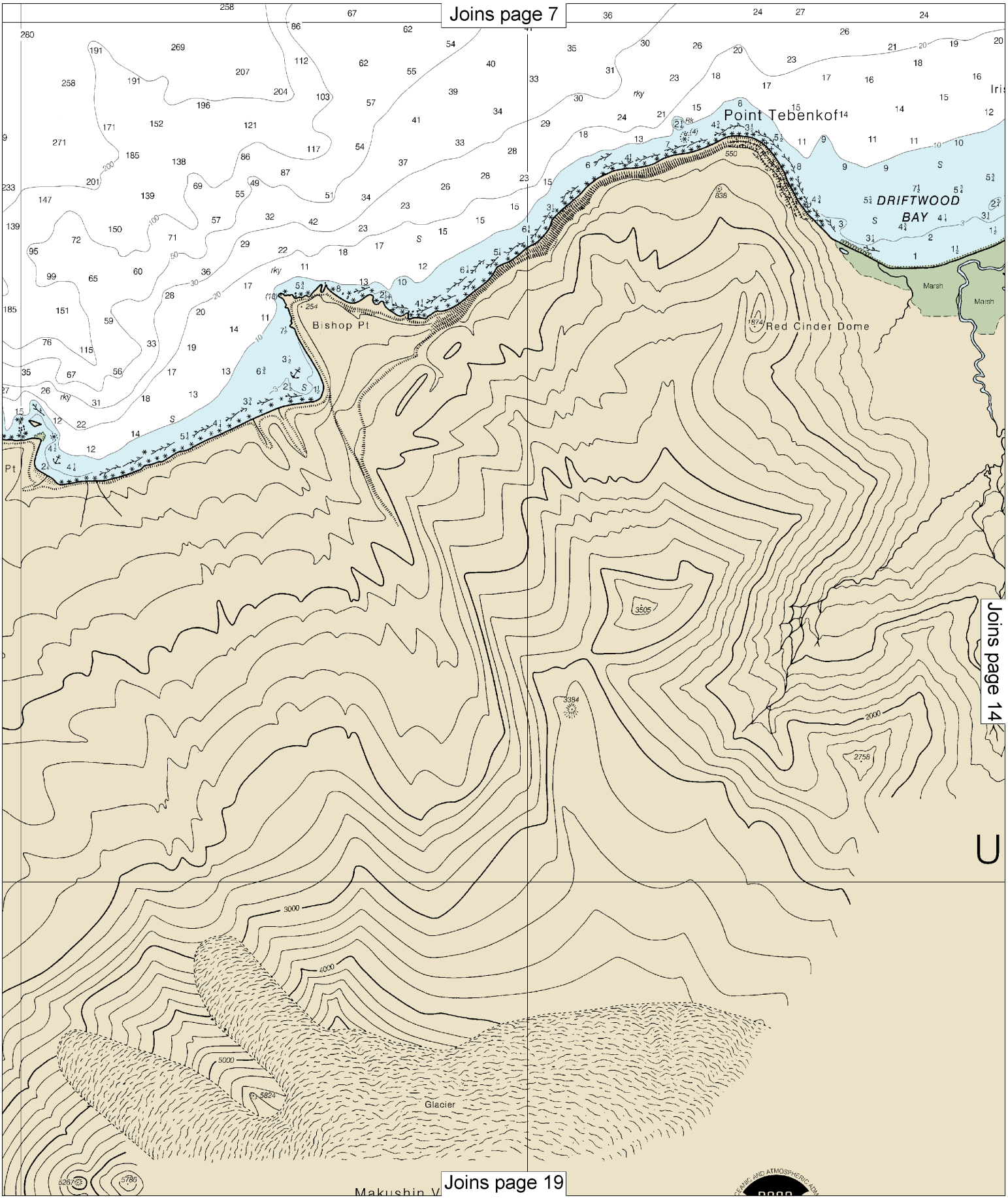
Note: Chart grid lines are aligned with true north.

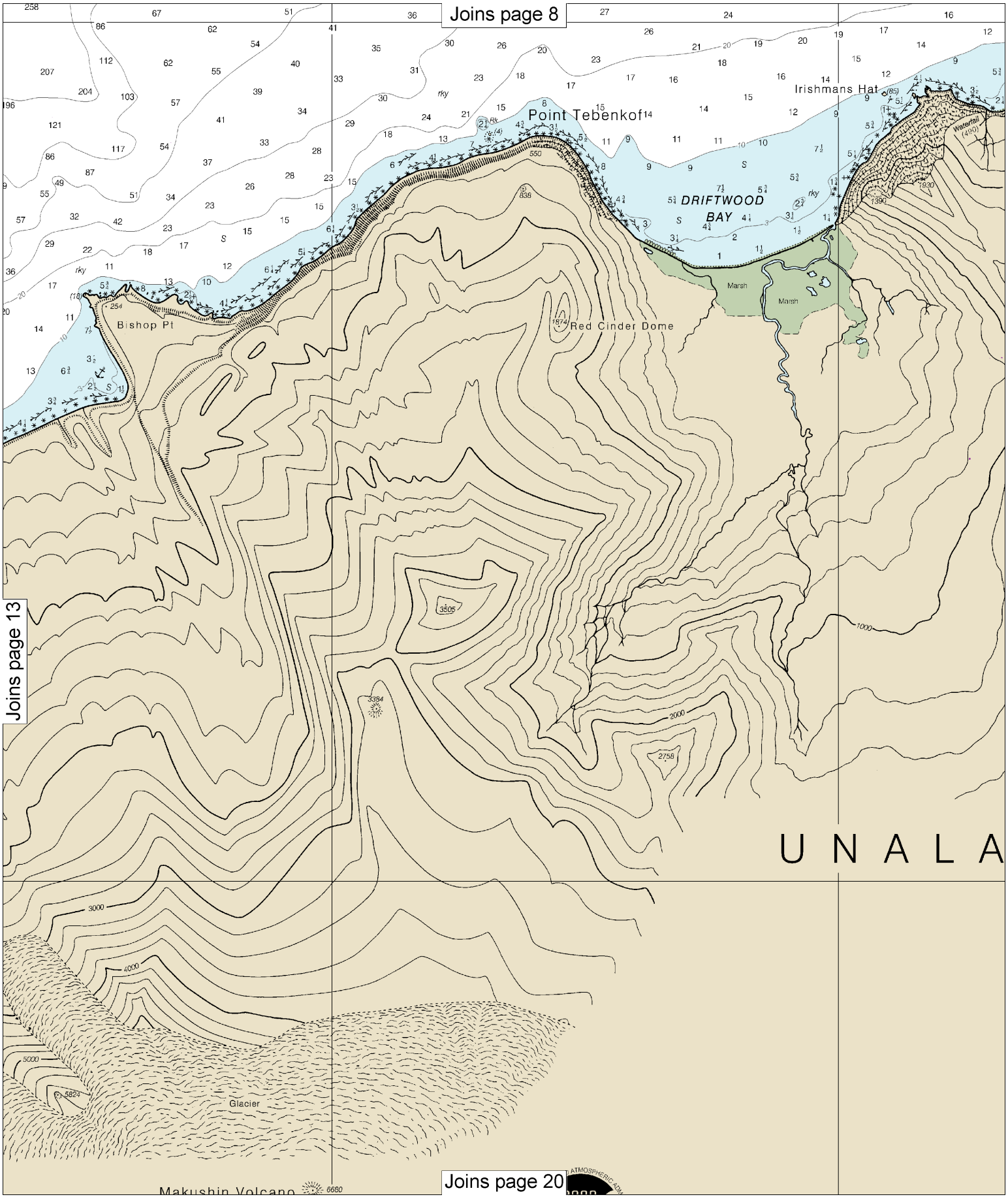
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
Point Tebenkof
DRIFTWOOD BAY
Bishop Pt
Red Cinder Dome
Marsh
Marsh
Glacier
Joins page 14
Joins page 19
U



Note: Chart grid lines are aligned with true north.

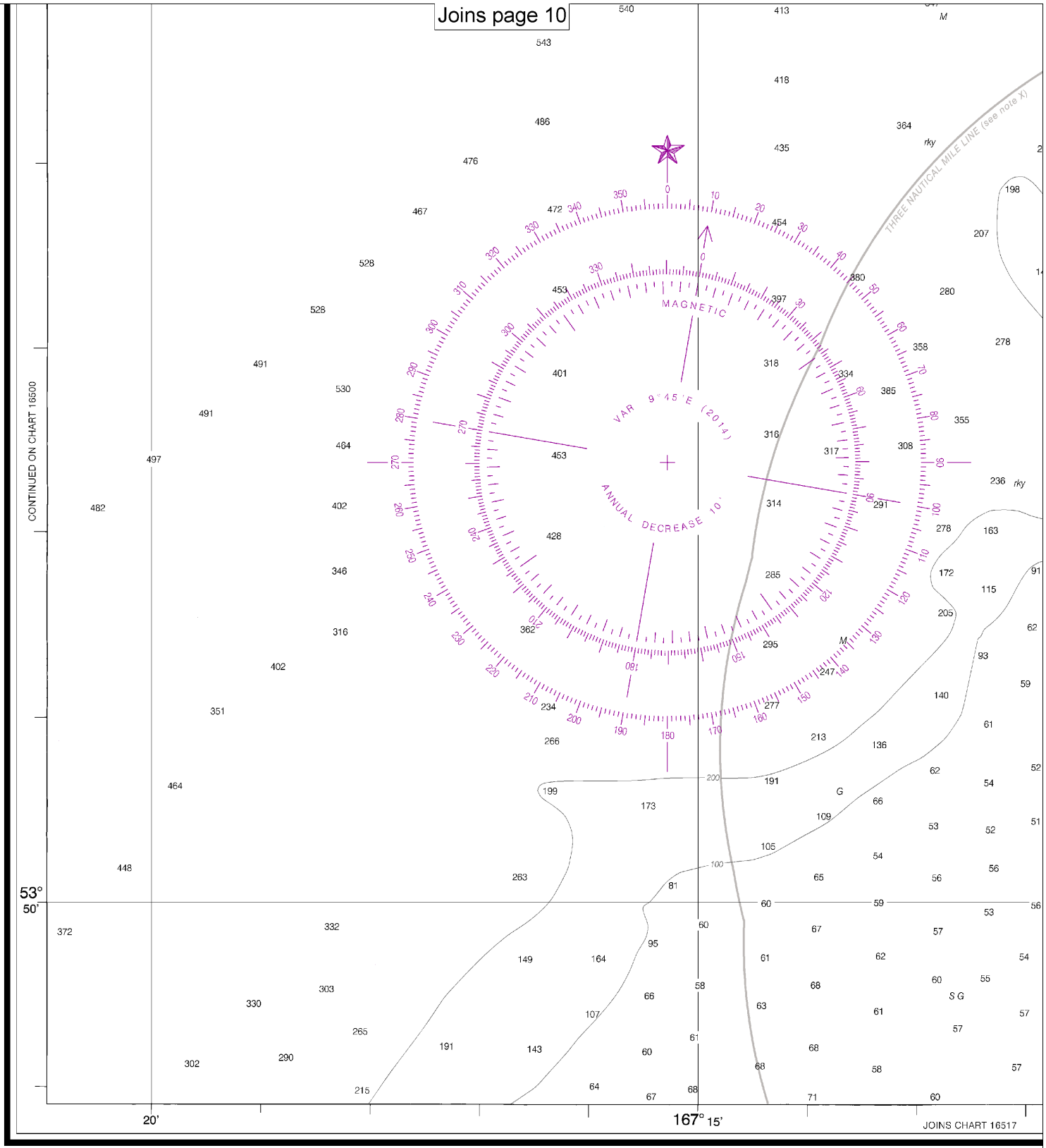
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 9
BAY
54°
Waterfall
(139)
Waterfall
(490)
McLees Lake
Mount Marshall Reese
2545
Table Top Mountain
2710
2275
2219
2682
2008
2180
2166
2340
2550
2030
1517
770
2457
57'
45"
30'
15"
56'
55'
NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
Unalaska, AK WXK-89 162.550 MHz
Joins page 21



16518

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discrepancies about this chart at http://www.nauticalcharts.noaa.gov/staff/cont

7th Ed., May 2014. Last Correction: 12/11/2015. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

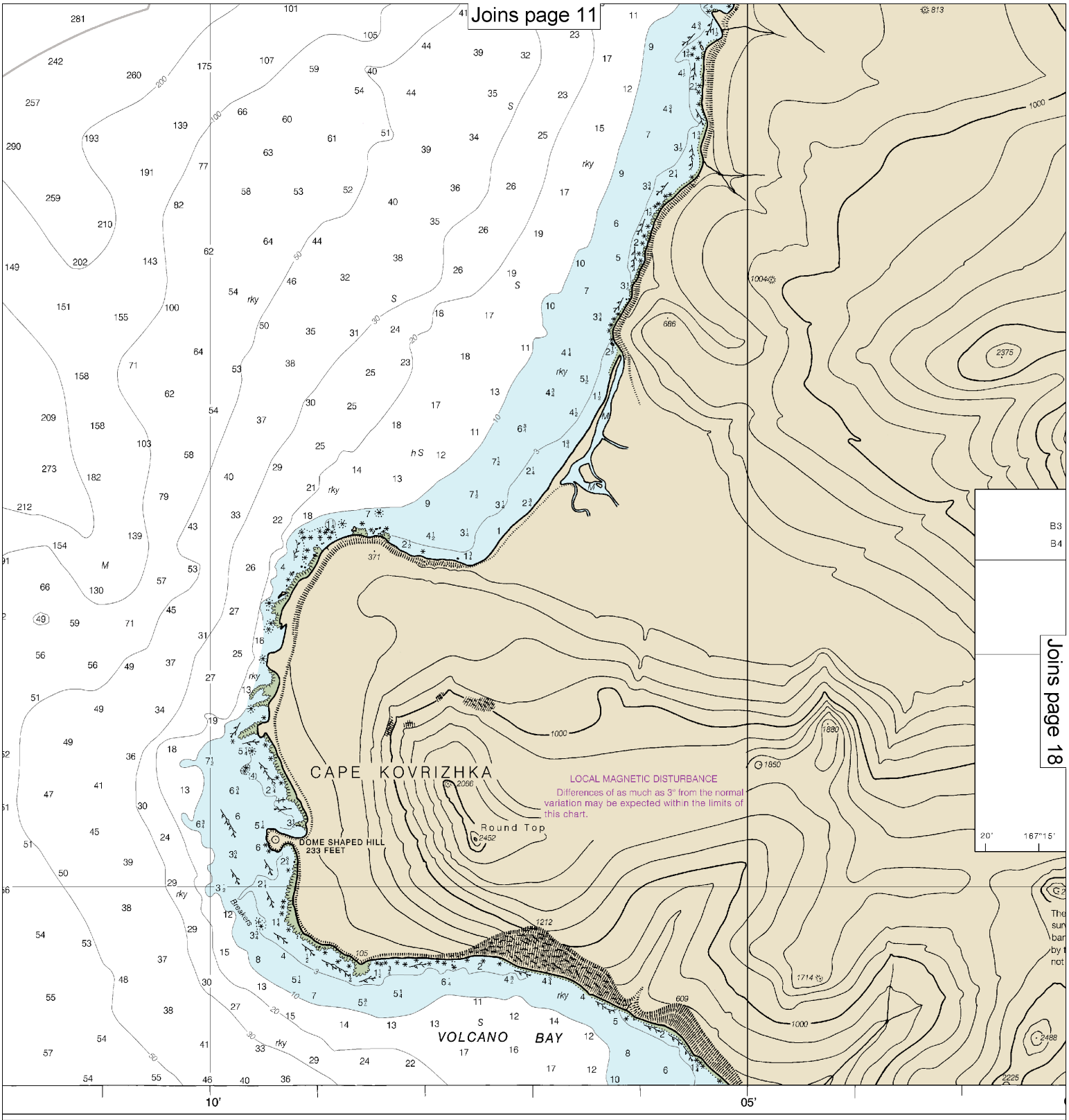
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

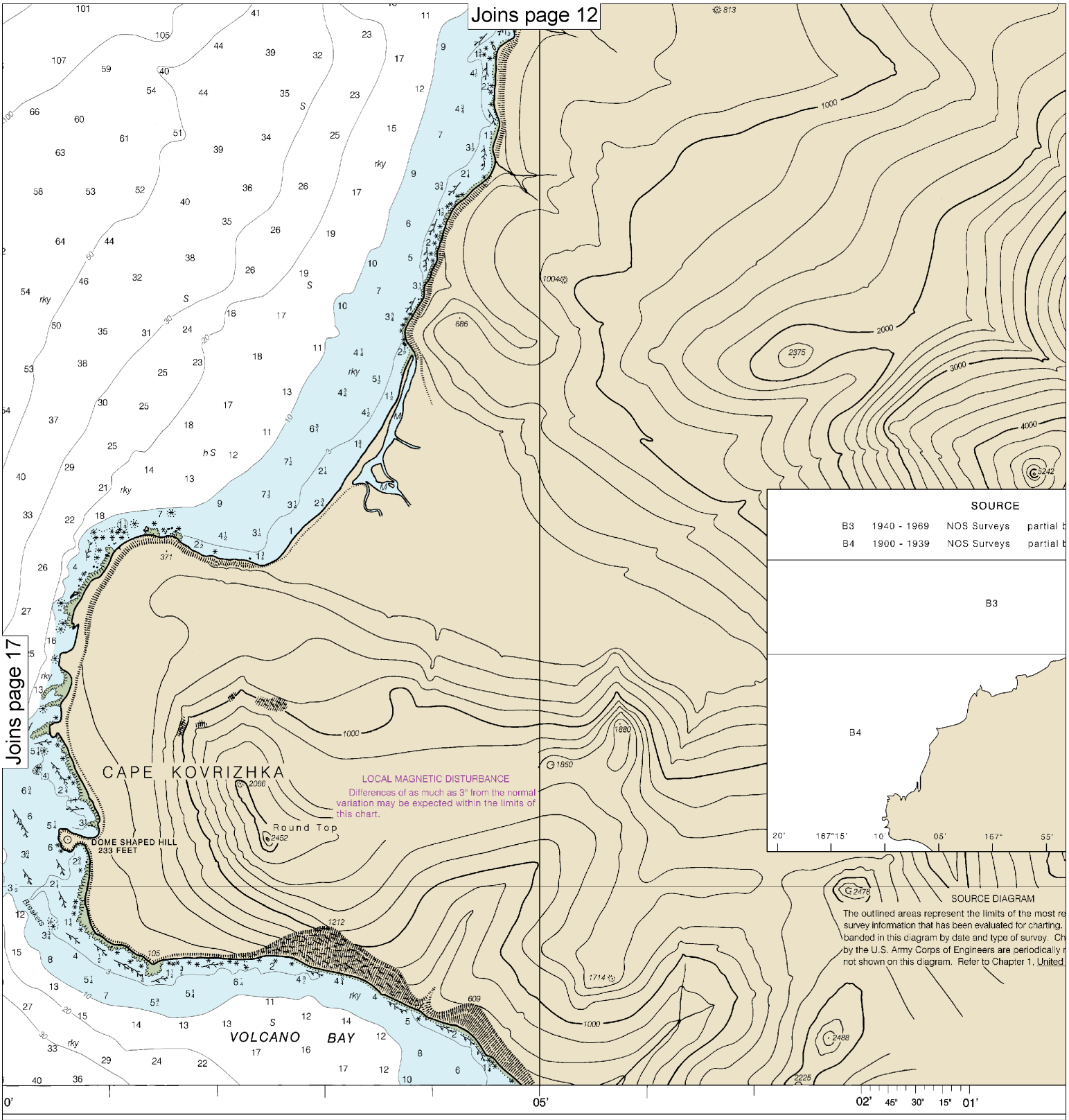
See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



SOUNDINGS IN FATHOM



SOUNDINGS IN FATHOMS

Published
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NATIONAL OCEANIC AND
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CO

Note: Chart grid lines are aligned with true north.

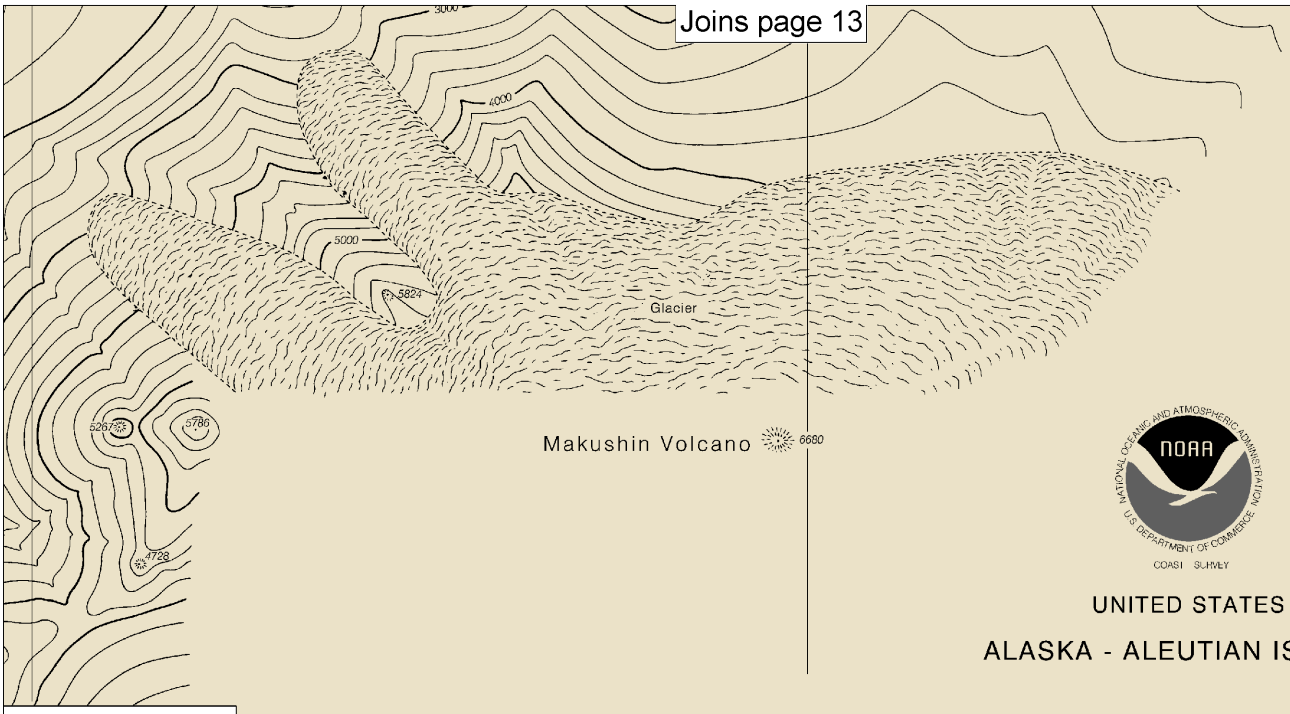
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 13

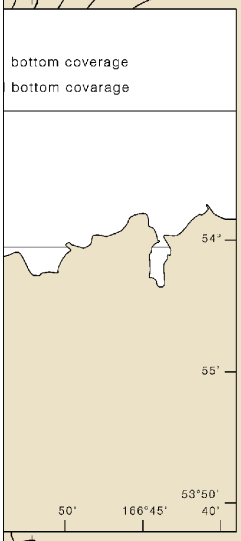


UNITED STATES

ALASKA - ALEUTIAN ISLANDS

CAPE KOVRIZHKA TO CAPE CH

UNALASKA ISLAND



recent hydrographic
g. Surveys have been
Channels maintained
y resurveyed and are
d States Coast Pilot.

Mercator Projection
Scale 1:40,000 at Lat. 53°57'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 3.054' southward and 6.688" westward to agree with this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

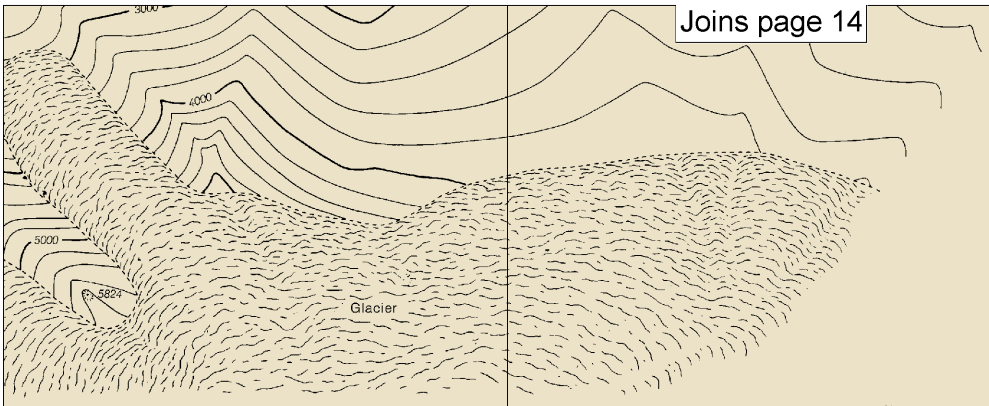
Joins page 20

167°

55'

d at Washington, D.C.
TMENT OF COMMERCE
D ATMOSPHERIC ADMINISTRATION
AL OCEAN SERVICE
OAST SURVEY

Joins page 14



NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

UNITED STATES

ALASKA - ALEUTIAN ISLANDS

CAPE KOVRIZHKA TO CAPE CHEERFUL

UNALASKA ISLAND

Mercator Projection
Scale 1:40,000 at Lat. 53°57'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

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SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

55'

50'

Joins page 19

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

Joins page 15

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Unalaska, AK	WXK-89	162.550 MHz

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	Whis whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

The contour lines are hill shapes, sketched to afford the navigator a generalized indication of the character of the land forms. They should not be relied upon as lines of equal elevation.

AREA TO BE AVOIDED (ATBA)

The entire area of this chart falls within an Area to be Avoided. All ships 400 gross tonnage and upwards solely in transit should avoid the Area. This Area is IMO-Adopted (MSC IMO SN.1/Circ.331); to be implemented at 0000 UTC, JAN 1, 2016.

CAUTION

UNEXPLODED ORDNANCE

Mariners are cautioned against anchoring, dredging, or trawling within the area of the dashed black lines due to the presence of unexploded ordnance.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

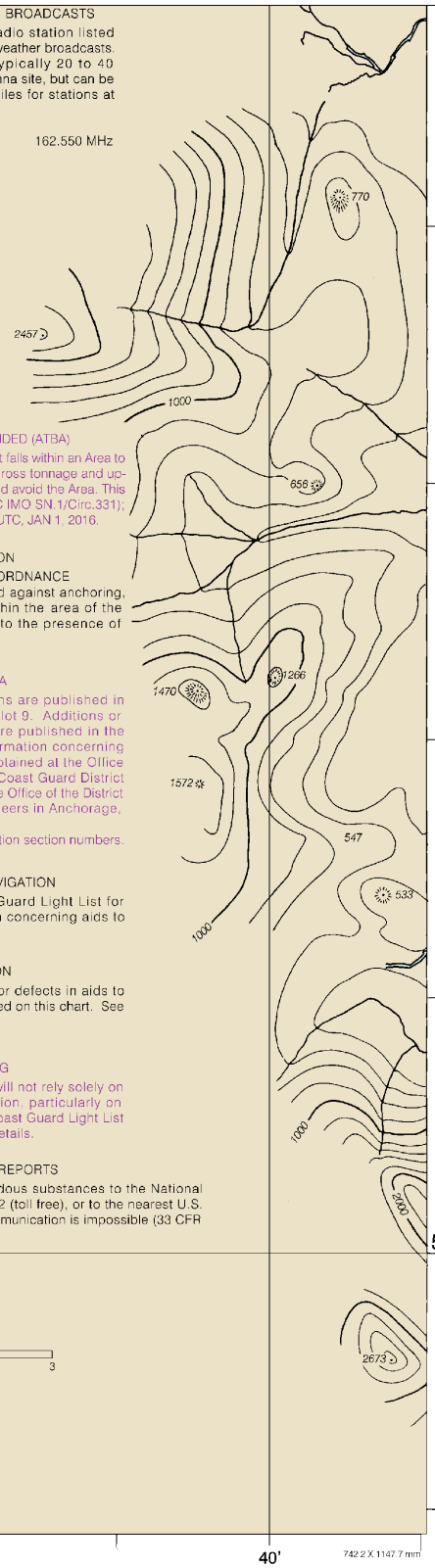
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).



SCALE 1:40,000

Nautical Miles: 1 ½ 0 1 2 3

Statute Miles: ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Meters: 1000 0 1000 2000 3000 4000 5000

53° 50'

166° 45'

40'

742.2 X 1147.7 mm

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Cape Kovrizhka to Cape Cheerful

SOUNDINGS IN FATHOMS - SCALE 1:40,000

16518

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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